

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

59

Middlesex County
Town of Urbanna

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
3	5.84	5500	G	From	Lancaster County Line				F	0.084	F	0.526	5500	G	2002	
				To												
3	3.45	6100	G	From	N SR 33 Harmony Village				C	0.081	F	0.569	6100	G	2002	
				To												
3	3.20	6000	G	From	S SR 33 Near Hartfield				F	0.088	F	0.528	6000	G	2002	
				To	Matthews County Line											
17	0.81	11000	G	From	Gloucester County Line				F	0.077	F	0.536	12000	G	2002	
				To	Bus US 17; SR 33 South of Saluda											
17	1.02	5500	G	From	Bus US 17 North of Saluda				F	0.076	F	0.514	5600	G	2002	
				To												
17	2.79	6100	G	From	Bus US 17 North of Saluda				F	0.079	F	0.504	6200	G	2002	
				To												
17	2.38	5000	G	From	59-603 Warner				F	0.083	F	0.507	5100	G	2002	
				To	59-602											
17	7.46	5500	G	From	59-602				F	0.081	F	0.546	5600	G	2002	
				To	Essex County Line											
Bus 17	0.80	7300	G	From	US 17 South of Saluda				F	0.078	F	0.608	7300	G	2002	
				To	SR 33 Saluda											
Bus 17	0.83	3500	G	From	SR 33 Saluda				F	0.091	F	0.54	3400	G	2002	
				To	US 17 North of Saluda											
33 17	0.81	11000	G	From	Gloucester County Line				F	0.077	F	0.536	12000	G	2002	
				To	RT 17 SOUTH OF SALUDA											
33 Bus 17	0.80	7300	G	From	RT 17 SOUTH OF SALUDA				F	0.078	F	0.608	7300	G	2002	
				To												
33	1.78	9600	G	From	US 17 BUS SALUDA				F	0.08	F	0.548	9600	G	2002	
				To	SR 227 Cooks Corner											
33	2.93	9600	G	From	SR 227 Cooks Corner				F	0.080	F	0.507	9600	G	2002	
				To	59-619											
33	2.18	9300	G	From	59-619				F	0.081	F	0.508	9300	G	2002	
				To	SR 3 Harmony Village											
33 3	3.45	6100	G	From	SR 3 Harmony Village				C	0.081	F	0.569	6100	G	2002	
				To	SR 3 NEAR HARTFIELD											
33	2.15	5200	G	From	SR 3 NEAR HARTFIELD				F	0.085	F	0.526	5100	G	2002	
				To	59-628											
33	4.26	6400	G	From	59-628				F	0.091	F	0.524	6400	G	2002	
				To	59-636											
33	2.00	3200	G	From	59-636				F	0.09	F	0.549	3200	G	2002	
				To	Stingray Point											
227	2.35	4000	G	From	SR 33 Cooks Corner				F	0.084	F	0.565	4000	G	2002	
				To	ECL Urbanna											
Town of Urbanna																
227	0.63	4000	N	From	ECL Urbanna				N	0.084	N	0.565	4000	N	2002	
				To	WCL Urbanna											
Middlesex County																
600	0.20	40	R	From	Dead End				NA				NA		05/03/2000	
				To	Essex County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(601)	1.50	60	R	From:	US 17						NA			NA		05/03/2000
				To:	Dead End											
(602)	2.81	320	G	From:	King & Queen County Line					F	0.085	F	0.56	310	G	2002
				To:	US 17 NORTH											
(602)	2.78	1400	G	From:	US 17 SOUTH					F	0.086	F	0.564	1400	G	2002
				To:	59-637											
(602)	2.75	2400	G	From:	97% 0% 2% 0% 1% 0%					C	0.09	F	0.593	2400	G	2002
				To:	WCL URBANNA											
(603)	1.30	430	G	From:	King & Queen County Line					F	0.092	F	0.507	430	G	2002
				To:	59-612											
(603)	1.97	340	G	From:	98% 1% 1% 0% 0% 0%					F	0.107	F	0.523	340	G	2002
				To:	US 17											
(603)	2.33	550	G	From:	98% 1% 1% 0% 0% 0%					C	0.107	F	0.5	540	G	2002
				To:	59-602											
(604)	0.75	100	R	From:	Dead End						NA			NA		1997
				To:	59-605 NORTH											
(604)	1.00	210	R	From:	59-605 SOUTH						NA			NA		1997
				To:	59-648											
(604)	2.05	60	R	From:	59-648						NA			NA		05/01/2000
				To:	Dead End											
(605)	2.22	590	R	From:	US 17						NA			NA		05/08/2000
				To:	59-604 SOUTH											
(605)	0.50	180	R	From:	59-604 SOUTH						NA			NA		05/08/2000
				To:	59-604 NORTH											
(605)	0.80	190	R	From:	59-604 NORTH						NA			NA		05/08/2000
				To:	Dead End											
(606)	3.29	140	R	From:	US 17 SOUTH						NA			NA		1997
				To:	59-666											
(606)	1.23	50	R	From:	59-666						NA			NA		1997
				To:	US 17 NORTH											
(607)	1.53	160	R	From:	59-602						NA			NA		05/03/2000
				To:	59-606											
(608)	0.80	160	R	From:	59-640						NA			NA		05/23/2000
				To:	Dead End											
(609)	1.84	270	R	From:	59-610						NA			NA		05/03/2000
				To:	59-1030											
(610)	0.60	560	R	From:	59-602						NA			NA		05/03/2000
				To:	59-609											
(610)	2.30	280	R	From:	59-609						NA			NA		05/03/2000
				To:	59-640											
(611)	0.30	40	R	From:	Dead End						NA			NA		05/03/2000
				To:	US 17											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
612	2.60	300	R	From	59-603						NA			NA		05/03/2000
				To	59-602											
613	0.40	70	R	From	59-603						NA			NA		05/03/2000
				To	US 17											
614	0.80	70	R	From	US 17 SOUTH						NA			NA		1997
				To	59-618											
614	0.50	70	R	From	59-618						NA			NA		1997
				To	US 17 NORTH											
615	0.55	80	R	From	Dead End						NA			NA		05/03/2000
				To	US 17											
615	1.80	210	R	From	US 17						NA			NA		1997
				To	59-616											
615	0.99	1400	G	97%	0%	2%	0%	1%	0%	C	0.098	F	0.566	1400	G	2002
				From	59-602 WEST											
615	1.00	450	R	From	59-602 EAST						NA			NA		06/01/2000
				To	Dead End											
616	1.42	1400	G	97%	0%	1%	0%	1%	0%	C	0.100	F	0.567	1400	G	2002
				From	US 17											
617	0.17	290	R	From	US 17 BUS						NA			NA		05/23/2000
				To	59-698											
617	0.53	49	R	From	59-698						NA			NA		05/23/2000
				To	Dead End											
618	4.22	90	R	From	59-614						NA			NA		1997
				To	US 17 SOUTH											
618	0.08	210	R	From	US 17 NORTH						NA			NA		1997
				To	US 17 BUS SR 33											
618	0.05	590	R	From	US 17 BUS SR 33						NA			NA		1997
				To	59-674											
618	1.35	190	R	From	59-674						NA			NA		1997
				To	Dead End											
619	0.50	390	R	From	59-629						NA			NA		05/08/2000
				To	59-620											
619	1.04	660	R	From	59-620						NA			NA		05/08/2000
				To	59-668											
619	0.36	820	R	From	59-668						NA			NA		05/08/2000
				To	SR 33 EAST											
619	0.60	230	R	From	SR 33 WEST						NA			NA		05/17/2000
				To	59-669											
619	0.20	20	R	From	59-669						NA			NA		05/17/2000
				To	Dead End											
620	1.20	290	R	From	59-619						NA			NA		1997
				To	SR 33											
620	0.60	90	R	From	SR 33						NA			NA		1997
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
621	0.74	280	R	From:	SR 3						NA			NA		1997
				To:	Dead End											
622	0.77	3400	G	From:	59-623					C	0.087	F	0.549	3300	G	2002
				To:	SR 3											
623	0.49	3400	G	From:	59-624					C	0.086	F	0.525	3300	G	2002
				To:	59-622											
623	0.80	350	R	From:							NA			NA		1997
623	0.10	160	R	From:	59-661						NA			NA		1997
623	0.10	30	R	From:	59-704						NA			NA		1997
				To:	Dead End											
				From:	59-626											
624	1.30	3300	G	96%	1%	2%	0%	1%	0%	C	0.084	F	0.512	3300	G	2002
624	1.20	540	R	From:	59-623						NA			NA		1997
				To:	SR 3											
625	1.40	350	R	From:	SR 3						NA			NA		05/11/2000
				To:	59-624											
625	3.00	600	G	95%	1%	3%	0%	1%	0%	C	0.096	F	0.625	590	G	2002
				To:	59-628											
626	0.43	3800	G	From:	SR 3					C	0.085	F	0.52	3800	G	2002
				To:	59-624											
626	1.10	580	R	From:							NA			NA		05/11/2000
				To:	59-625 WEST											
626	1.30	430	R	From:	59-625 EAST						NA			NA		05/17/2000
				To:	Dead End											
627	1.10	160	R	From:	59-625						NA			NA		05/17/2000
				To:	Dead End											
628	1.00	1100	G	From:	US 33					C	0.080	F	0.619	1100	G	2002
				To:	59-625											
628	0.45	720	R	From:							NA			NA		05/15/2000
628	0.85	160	R	From:	59-702						NA			NA		05/15/2000
				To:	Dead End											
629	2.50	1400	G	From:	59-707					F	0.104	F	0.597	1400	G	2002
				To:	59-619											
629	4.14	760	G	95%	1%	2%	2%	1%	0%	C	0.093	F	0.592	750	G	2002
				To:	SR 33											
630	0.70	110	R	From:	Dead End						NA			NA		05/11/2000
				To:	SR 3											
630	1.00	1600	G	97%	0%	2%	0%	1%	0%	C	0.097	F	0.581	1600	G	2002
				To:	SR 33											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(631)	0.77	1100	R	From	SR 33						NA			NA		1997
(631)	0.04	700	R	To	59-716						NA			NA		1997
(631)	0.59	180	R	From	59-712						NA			NA		1997
(631)				To	59-709											
(632)	0.90	220	R	From	Dead End						NA			NA		1997
(632)				To	59-633											
(633)	0.62	260	R	From	Dead End						NA			NA		1997
(633)	0.80	560	R	To	59-632						NA			NA		1997
(633)				To	SR 33											
(634)	1.00	290	R	From	SR 33						NA			NA		05/17/2000
(634)				To	Dead End											
(635)	0.80	60	R	From	Dead End						NA			NA		05/03/2000
(635)				To	59-602											
(636)	1.30	1100	G	From	95%	0%	4%	0%	1%	0%	C	0.100	F	0.536	1000	G 2002
(636)				To	Dead End											
(637)	1.25	560	R	From	59-602						NA			NA		1997
(637)	0.10	30	R	To	59-656						NA			NA		1997
(637)				To	Dead End											
(638)	0.30	70	R	From	SR 33 WEST						NA			NA		05/17/2000
(638)				To	SR 33 EAST											
(639)	0.30	400	R	From	SR 33						NA			NA		1997
(639)	0.39	120	R	To	59-713						NA			NA		1997
(639)				To	Dead End											
(640)	2.30	910	G	From	95%	0%	2%	0%	3%	0%	C	0.092	F	0.588	910	G 2002
(640)	2.45	720	G	To	59-679						F	0.099	F	0.544	720	G 2002
(640)	0.20	260	R	From	59-651						NA			NA		1997
(640)	0.35	140	R	To	59-682						NA			NA		1997
(640)				To	Dead End											
(641)	0.80	170	R	From	Dead End						NA			NA		1997
(641)	0.44	400	R	To	59-629 EAST											
(641)				To	59-629 WEST						NA			NA		1997
(641)				To	SR 33 SR 227											
(642)	0.02	220	R	From	US 17						NA			NA		05/03/2000
(642)				To	59-606											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(643)	0.40	460	R	From	SR 33						NA			NA		1997
(643)	0.40	70	R	To	59-636						NA			NA		1997
				From	Dead End											
(644)	1.00	70	R	To	Dead End						NA			NA		05/08/2000
				From	59-629											
(645)	1.57	220	R	To	SR 3						NA			NA		1997
				From	Dead End											
(646)	0.04	730	R	To	SR 3						NA			NA		05/11/2000
(646)	0.78	180	R	From	59-663; 59-699						NA			NA		05/11/2000
				To	Dead End											
(647)	0.63	40	R	From	Dead End						NA			NA		05/08/2000
				To	59-605											
(648)	1.97	130	R	From	59-604						NA			NA		05/08/2000
				To	Dead End											
(650)	0.15	30	R	From	Dead End						NA			NA		05/15/2000
(650)	0.08	60	R	To	0.15 ME Dead End						NA			NA		05/15/2000
				From	59-636											
(651)	0.65	90	R	To	59-640						NA			NA		05/23/2000
(651)	0.52	40	R	From	59-685						NA			NA		05/23/2000
				To	Dead End											
(652)	0.45	480	R	From	SR 33						NA			NA		1997
(652)	0.05	130	R	To	59-664						NA			NA		1997
				From	Dead End											
(653)	0.34	20	R	To	SR 3						NA			NA		05/11/2000
				From	SR 3											
(654)	0.50	40	R	To	Dead End						NA			NA		1997
				From	SR 33											
(655)	0.21	40	R	To	Dead End						NA			NA		05/11/2000
				From	SR 3											
(656)	0.40	200	R	To	59-637						NA			NA		05/23/2000
				From	Dead End											
(657)	1.09	290	R	To	SR 3						NA			NA		05/17/2000
				From	Dead End											
(658)	0.55	20	R	To	59-695						NA			NA		05/03/2000
				From	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(659)	0.13	170	R	From	Dead End					NA			NA			1997
				To	59-636											
(660)	0.34	130	R	From	Dead End					NA			NA			1997
				To	59-683											
(660)	0.16	420	R	From						NA			NA			1997
(660)	0.09	NA		From	SR 33					NA			NA			
				To	Dead End											
(661)	0.20	6	R	From	59-623					NA			NA			05/17/2000
				To	Dead End											
(662)	0.40	60	R	From	SR 33; 59-688					NA			NA			1997
				To	Dead End											
(663)	1.01	320	R	From	59-646; 59-699					NA			NA			05/11/2000
				To	Dead End											
(664)	0.17	80	R	From	Dead End					NA			NA			05/15/2000
				To	59-672											
(664)	0.15	270	R	From						NA			NA			05/15/2000
				To	59-652											
(665)	0.40	140	R	From	Dead End					NA			NA			05/03/2000
				To	US 17; 59-616											
(666)	1.23	48	R	From	Dead End					NA			NA			05/03/2000
				To	59-606											
(667)	0.40	60	R	From	59-629					NA			NA			05/09/2000
				To	Dead End											
(668)	0.40	180	R	From	Dead End					NA			NA			05/08/2000
				To	59-619											
(669)	0.60	100	R	From	59-619					NA			NA			05/17/2000
				To	Dead End											
(670)	0.58	NA		From	Dead End/					NA			NA			
				To	59-00640(B)/											
(671)	0.16	80	R	From	Dead End					NA			NA			05/23/2000
				To	US 17 BUS											
(672)	0.65	90	R	From	59-664					NA			NA			1997
				To	Dead End											
(673)	0.51	110	R	From	SR 33					NA			NA			05/17/2000
				To	Dead End											
(674)	0.16	170	R	From	59-618					NA			NA			1997
				To	59-706											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
675	0.05	230	R	From	SR 33						NA			NA		05/23/2000
				To	59-674											
676	2.27	440	R	From	59-602						NA			NA		1997
				To	Dead End											
677	0.52	220	R	From	59-636						NA			NA		1997
				To	Dead End											
678	0.41	120	R	From	SR 3						NA			NA		05/11/2000
				To	Dead End											
679	0.35	60	R	From	59-640						NA			NA		05/23/2000
				To	Dead End											
680	0.74	340	R	From	59-602						NA			NA		06/01/2000
				To	Dead End											
681	0.63	80	R	From	SR 33						NA			NA		05/17/2000
				To	Dead End											
682	0.32	120	R	From	59-640						NA			NA		05/23/2000
				To	Dead End											
683	0.33	270	R	From	Dead End						NA			NA		1997
				To	59-660											
684	0.86	540	R	From	59-602						NA			NA		06/01/2000
				To	Dead End											
685	0.15	30	R	From	Dead End						NA			NA		05/23/2000
				To	59-651											
686	0.55	130	R	From	59-622						NA			NA		05/11/2000
				To	Dead End											
687	0.50	50	R	From	US 17						NA			NA		05/03/2000
				To	Dead End											
688	0.24	110	R	From	SR 33; 59-662						NA			NA		1997
				To	Dead End											
689	0.13	100	R	From	59-659						NA			NA		1997
				To	59-636											
690	1.42	730	R	From	Dead End						NA			NA		1997
				To	59-629											
691	0.25	30	R	From	59-602						NA			NA		05/23/2000
				To	59-602											
692	0.06	40	R	From	Dead End						NA			NA		1997
				To	59-701											
692	0.09	100	R	From							NA			NA		1997
				To	US 17 BUS											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Middlesex County																	
693	2.94	70	R	From	59-640						NA			NA		05/23/2000	
				To	Dead End												
694	0.52	90	R	From	59-663						NA			NA		05/11/2000	
				To	Dead End												
695	1.06	70	R	From	US 17						NA			NA		1997	
				To	59-602												
696	0.49	46	R	From	SR 33						NA			NA		05/17/2000	
				To	Dead End												
697	0.17	60	R	From	US 17 BUS						NA			NA		05/23/2000	
				To	59-698												
698	0.07	30	R	From	59-617						NA			NA		05/23/2000	
				To	59-697												
699	0.31	260	R	From	59-646; 59-663						NA			NA		05/11/2000	
				To	Dead End												
700	0.06	130	R	From	Dead End						NA			NA		05/08/2000	
				To	59-629												
701	0.06	30	R	From	59-692						NA			NA		1997	
				To	59-671												
702	0.79	540	R	From	59-628						NA			NA		05/15/2000	
				To	Dead End												
703	0.78	170	R	From	Dead End						NA			NA		1997	
				To	SR 33												
704	0.39	100	R	From	59-623						NA			NA		05/17/2000	
				To	Dead End												
705	0.46	360	R	From	Dead End						NA			NA		05/08/2000	
				To	59-629												
706	0.07	190	R	From	SR 33						NA			NA		05/23/2000	
				To	Dead End												
707	0.34	1200	R	From	SR 3 EAST						NA			NA		05/11/2000	
				To	59-708												
707	0.07	1200	R	From							NA			NA		05/11/2000	
707	0.30	680	G	From	98%	0%	1%	0%	1%	0%	C	0.093	F	0.55	680	G	2002
				To	SR 3												
708	1.40	110	R	From	Dead End						NA			NA		05/11/2000	
				To	59-707												
709	0.25	90	R	From	Dead End						NA			NA		1997	
				To	59-631												

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
710	0.35	400	R	From	Dead End						NA			NA		05/15/2000
				To	SR 33											
711	0.08	40	R	From	US 17						NA			NA		05/08/2000
				To	59-647											
712	1.07	410	R	From	59-631						NA			NA		05/15/2000
				To	Dead End											
713	0.55	190	R	From	59-639						NA			NA		1997
				To	Dead End											
714	0.34	170	R	From	59-712						NA			NA		1997
				To	Dead End											
715	0.15	40	R	From	Cul-de-Sac						NA			NA		06/01/2000
				To	59-676											
716	0.07	210	R	From	59-631						NA			NA		1997
				To	59-717											
717	0.19	180	R	From	59-716						NA			NA		1997
				To	59-718											
718	0.15	140	R	From	59-717						NA			NA		1997
				To	59-720											
719	0.34	6	R	From	59-605 SOUTH						NA			NA		05/08/2000
				To	59-605 NORTH											
720	0.12	110	R	From	59-718						NA			NA		05/15/2000
				To	59-721											
720	0.17	80	R	From	59-721						NA			NA		05/15/2000
				To	Dead End											
721	0.02	20	R	From	Cul-de-Sac						NA			NA		05/15/2000
				To	59-720											
725	0.70	280	R	From	Dead End						NA			NA		05/11/2000
				To	59-629											
727	0.20	40	R	From	59-625						NA			NA		05/17/2000
				To	Dead End											
730	0.10	660	R	From	SR 3						NA			NA		05/23/2000
				To	Dead End											
740	0.13	240	R	From	Dead End						NA			NA		05/23/2000
				To	59-620											
Town of Urbanna																
1001	0.33	1200	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.542	1200	G	2002
				To	59-1006											
1001	0.14	710	G	98%	0%	2%	0%	1%	0%	F	0.098	F	0.504	700	G	2002
				To	59-1007											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
(1001)	0.18	340	G	From: 59-1007 To: 59-1014	98% 0%	2%	0%	1%	0%	C	0.111	F	0.629	340	G	2002
(1002)	0.23	340	R	From: Dead End To: SR 227; 59-1005							NA			NA		1997
(1003)	0.12	910	R	From: 59-1009 To: SR 227							NA			NA		1997
(1004)	0.05	60	R	From: Dead End To: SR 227							NA			NA		1997
(1005)	0.25	830	G	From: SR 227 To: 59-1006	99% 0%	1%	0%	0%	0%	C	0.115	F	0.595	820	G	2002
(1005)	0.15	590	G	From: 59-1006 To: 59-1007	99% 0%	1%	0%	0%	0%	F	0.098	F	0.611	590	G	2002
(1005)	0.09	270	R	From: 59-1007 To: 59-1013							NA			NA		1997
(1005)	0.06	140	R	From: 59-1013 To: 59-1008							NA			NA		1997
(1006)	0.10	270	G	From: 59-1001 To: 59-1005	98% 0%	1%	0%	1%	0%	C	0.112	F	0.536	260	G	2002
(1006)	0.14	80	R	From: 59-1005 To: Dead End							NA			NA		1997
(1007)	0.10	80	R	From: 59-1001 To: 59-1005							NA			NA		1997
(1007)	0.07	250	R	From: 59-1005 To: 59-1022							NA			NA		1997
(1008)	0.13	90	R	From: 59-1001 To: 59-1014							NA			NA		1997
(1009)	0.04	1000	R	From: 59-1003 To: SR 227							NA			NA		1997
Middlesex County																
(1010)	0.08	90	R	From: Dead End To: 59-1023 SOUTH							NA			NA		1997
(1010)	0.17	190	R	From: 59-1016 To: 29-1016							NA			NA		1997
(1010)	0.14	380	R	From: 59-1023 NORTH To: SR 227							NA			NA		1997
(1010)	0.19	1000	R	From: SR 227 To: 59-1025							NA			NA		1997
(1010)	0.06	480	R	From: 59-1019 To: 59-1020							NA			NA		1997
(1010)	0.08	260	R	From: 59-1020 To: 59-1020							NA			NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1011	0.50	270	R	From	Dead End						NA			NA		1997
				To	59-602											
Town of Urbanna																
1012	0.30	220	R	From	Dead End						NA			NA		1997
				To	59-1005											
1013	0.17	60	R	From	59-1001						NA			NA		1997
				To	59-1014											
1014	0.19	90	R	From	59-1001						NA			NA		1997
				To	59-1013											
1015	0.11	260	R	From	SR 227						NA			NA		1997
				To	ECL URBANNA											
Middlesex County																
1016	0.25	180	R	From	Dead End						NA			NA		1997
				To	59-1010											
Town of Urbanna																
1017	0.04	560	R	From	SR 227						NA			NA		1997
				To	Dead End											
1018	0.13	60	R	From	Dead End						NA			NA		1997
				To	59-1001											
1019	0.12	120	R	From	59-1021						NA			NA		1997
				To	59-1001											
1020	0.05	70	R	From	Dead End						NA			NA		1997
				To	59-1021											
1020	0.12	190	R	From	59-1001						NA			NA		1997
1021	0.14	45	R	From	59-1019						NA			NA		1997
				To	Dead End											
1022	0.04	50	R	From	Dead End						NA			NA		1997
				To	59-1007											
1022	0.05	160	R	From	59-1007						NA			NA		1997
1023	0.06	440	R	From	59-1010 NORTH						NA			NA		1997
				To	59-1024 NORTH											
1023	0.24	60	R	From	59-1024 NORTH						NA			NA		1997
1023	0.06	60	R	To	59-1024 SOUTH						NA			NA		1997
				From	59-1010 SOUTH											
1024	0.22	180	R	From	59-1023 SOUTH						NA			NA		1997
				To	59-1023 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
1025	0.06	60	R	From	Dead End					NA			NA		06/01/2000	
				To	59-1010											
1026	0.06	20	R	From	59-1001					NA			NA		06/01/2000	
				To	Cul-de-Sac											
1027	0.06	90	R	From	59-1001					NA			NA		06/01/2000	
				To	Cul-de-Sac											
1028	0.12	110	R	From	59-1001					NA			NA		1997	
				To	Cul-de-Sac											
Middlesex Countv																
1030	0.04	50	R	From	59-1032					NA			NA		05/03/2000	
				To	59-1031											
1030	0.09	70	R	From	59-1031					NA			NA		05/03/2000	
				To	59-609											
1031	0.16	60	R	From	59-1030					NA			NA		05/03/2000	
				To	59-1033											
1031	0.03	20	R	From	59-1033					NA			NA		05/03/2000	
				To	Dead End											
1032	0.24	30	R	From	Dead End					NA			NA		1997	
				To	59-1030											
1032	0.16	30	R	From	29-1030					NA			NA		1997	
				To	59-1033											
1033	0.04	8	R	From	59-1032					NA			NA		05/03/2000	
				To	59-1031											
1035	1.56	370	R	From	Dead End					NA			NA		05/11/2000	
				To	SR 3											
1036	0.66	90	R	From	Cul-de-Sac					NA			NA		05/11/2000	
				To	59-1035											
1037	0.92	NA		From	Cul-de-Sac					NA			NA			
				To	59-1035											
1040	1.11	80	R	From	Dead End					NA			NA		1997	
				To	SR 33											
1041	0.78	NA		From	SR 33					NA			NA			
				To	59-1090; 59-1091											
1041	0.48	NA		From	59-1090; 59-1091					NA			NA			
				To	59-1094											
1042	0.43	240	R	From	59-1044					NA			NA		1997	
				To	SR 33											
1043	0.77	180	R	From	Cul-de-Sac					NA			NA		1997	
				To	SR 33											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1044	0.40	80	R	From	Cul-de-Sac					NA	NA	1997				
				To	59-1043											
1045	0.14	110	R	From	59-615					NA	NA	06/01/2000				
				To	Cul-de-Sac											
1046	0.13	120	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-615											
1047	0.18	80	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	Cul-de-Sac											
1050	0.09	40	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-676											
1051	0.09	50	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-676											
1052	0.26	140	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-676											
1053	0.06	40	R	From	59-676					NA	NA	06/01/2000				
				To	59-1054											
1054	0.12	30	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-1053											
1054	0.08	10	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	Cul-de-Sac											
1055	0.09	40	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-1056											
1055	0.19	80	R	From	59-676					NA	NA	06/01/2000				
				To	59-676											
1056	0.10	49	R	From	Cul-de-Sac					NA	NA	06/01/2000				
				To	59-1055											
1060	0.13	NA		From	SR-00003(B)/					NA	NA					
				To	59-01061(B)/											
1061	0.99	NA		From	Dead End/					NA	NA					
				To	Cul-de-Sac/											
1062	0.07	NA		From	59-01061(B)/					NA	NA					
				To	Cul-de-Sac/											
1063	0.22	NA		From	59-01061(B)/					NA	NA					
				To	Cul-de-Sac/											
1064	0.07	NA		From	59-01061(B)/					NA	NA					
				To	Cul-de-Sac/											
1070	0.70	NA		From	SR-00227(B)/					NA	NA					
				To	Cul-de-Sac/											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1071	0.08	NA		From	59-01070(B)/						NA			NA		
				To	Cul-de-Sac/											
1072	0.12	NA		From	59-01071(B)/						NA			NA		
				To	Cul-de-Sac/											
1080	1.81	NA		From	Dead End/						NA			NA		
				To	SR-00003(B)/MARINER S WOOD											
1081	0.26	NA		From	59-01080(B)/						NA			NA		
				To	Dead End/											
1082	0.43	NA		From	59-01081(B)/						NA			NA		
				To	Dead End/											
1090	0.16	NA		From	Cul-de-Sac/						NA			NA		
				To	59-01041(B)/59-01091(U)/											
1091	0.64	NA		From	59-01041(B)/59-01090(U)/						NA			NA		
				To	59-01041(B)/											
1092	0.25	NA		From	59-01091(B)/						NA			NA		
				To	Cul-de-Sac/											
1093	0.17	NA		From	59-01091(B)/						NA			NA		
				To	Cul-de-Sac/											
1094	0.14	NA		From	Cul-de-Sac/						NA			NA		
				To	Cul-de-Sac/											
1101	0.70	550	G	From	Dead End					C	0.114	F	0.565	550	G	2002
				To	SR 33											
1102	1.13	1600	G	From	Dead End					C	0.091	F	0.554	1600	G	2002
				To	SR 33											
1103	0.50	170	R	From	SR 33						NA			NA		1997
				To	59-1102											
1104	0.50	430	G	From	Dead End					C	0.148	F	0.526	430	G	2002
				To	59-1102											
1105	0.23	200	R	From	59-1102						NA			NA		1997
				To	Dead End											
1106	0.12	48	R	From	SR 33						NA			NA		1997
				To	Dead End											
1107	0.22	100	R	From	Dead End						NA			NA		1997
				To	59-1101											
1108	0.33	130	R	From	Dead End						NA			NA		1997
				To	59-1104											
1109	0.16	80	R	From	Dead End						NA			NA		1997
				To	59-636											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1110	0.18	280	R	From	SR 33					NA			NA			1997
				To	Dead End											
1111	0.43	210	R	From	Dead End					NA			NA			1997
				To	59-1102											
1112	0.15	190	R	From	SR 33					NA			NA			1997
				To	Dead End											
1113	0.28	130	R	From	Dead End					NA			NA			1997
				To	SR 33											
1120	0.40	150	R	From	59-633					NA			NA			05/15/2000
				To	59-1121											
1121	0.09	70	R	From	59-1124					NA			NA			05/15/2000
				To	59-1123											
1121	0.06	100	R	From	59-1123					NA			NA			05/15/2000
				To	59-1120											
1121	0.05	80	R	From	59-1120					NA			NA			05/15/2000
				To	59-1122											
1121	0.01	6	R	From	59-1122					NA			NA			05/15/2000
				To	Dead End											
1122	0.18	80	R	From	Cul-de-Sac					NA			NA			05/15/2000
				To	59-1121											
1123	0.11	60	R	From	Cul-de-Sac					NA			NA			05/15/2000
				To	59-1121											
1124	0.05	45	R	From	59-1121					NA			NA			05/15/2000
				To	Cul-de-Sac											
1130	0.51	NA		From	SR-00033(B)/					NA			NA			
				To	Dead End/											
9256	0.15	130	R	From	SR 33					NA			NA			1997
				To	ST CLAIR WALKER SCH											
9257	0.09	80	R	From	SR 33					NA			NA			1997
				To	WILTON ELEM SCH											
9258	0.15	210	R	From	US 17					NA			NA			1997
				To	MIDDLESEX HIGH SCH											
9259	0.11	80	R	From	SR 33 RAPPAHANNOCK					NA			NA			1997
				To	CEN ELEM SCH											